

system for checking and identifying workers. It is important that Congress and the administration understand the importance of funding the Transportation Worker's Identification Card in order to bring national uniformity to port worker identification. At this time, there are no required minimum standard security measures that the marine terminal operators must adhere to. Voluntary security is not security.

It is important to note that marine terminal operators must also act as an interface with the vessel and the federal agencies. For example, if Customs and Border Patrol wants to inspect a certain container they work through the terminal operator to make that container available. As a terminal operator, the management team and personnel are an intricate part of the overall security apparatus at the terminal. It is these personnel that will have an intimate role in the movement and scheduling of cargo.

To make a statement that the terminals do not play a role in the security checks and balances at the terminal is off-base. Therefore any change of management at a terminal facility brings with it the need to ensure that those directing and controlling the flow of cargo do not pose any risk to national security.

Mrs. BOXER. Mr. President, here is the letter. They hired two security guards—that would be the Dubai people—and purchased the technology that will protect the terminal properties. They have control over who can enter and exit a facility. They have their own systems for checking and identifying workers.

Let me tell you that the terminal operators, according to the people who know best, are very much into the loop of security. As a matter of fact, they are deemed one of the main players. That is what they are called—main players in port security consisting of Customs, Border Patrol, Coast Guard, Immigration, Customs enforcement, and the terminal operators.

If anyone says to you it doesn't matter who loses the terminal, you just relate to them that we know better. When Senator STEVENS had the CCO of Dubai Ports World before our committee, I said to him: What do you think about the fact that this Dr. Kahn got all of these smuggled nuclear components through Port of Dubai?

Do you know what he said? This is the chief corporate officer of Dubai Ports World. He said, "We don't know anything about it. We never look at containers."

Can you imagine? So here it is. We have a chance to stop this Dubai Ports deal in its tracks. To do so is in the best interests of the people of this country. To do so would be reflective of what the House of Representatives did yesterday in their Appropriations Committee. To do so is our highest responsibility to the people of this country. To do so is common sense. To do so is to stand for the security of this country.

This deal is greased. The underlying bill that Senator SCHUMER attached this to, you and I, Mr. President, could live by the rules of this bill. And I intend to do it whether it is passed today, tomorrow, or next week. But we

have to stop this deal from going forward. Listen, that deal was greased. That deal was greased. The President is all for it. He said: I didn't know anything about it. But 50 seconds later he was all for it.

This is our only chance today, unless there is an agreement to have a stand-alone bill. I hope colleagues will fight for the right to vote for this important amendment. Thank you very much.

The PRESIDING OFFICER. The Senator from Minnesota.

EXTENSION OF MORNING BUSINESS

Mr. COLEMAN. Mr. President, I also ask unanimous consent that the period of morning business be extended until 2 p.m. with the time equally divided in the usual form, and the time between 1:30 and 2 p.m. be reserved for the proponents and opponents.

The PRESIDING OFFICER. Without objection, it is so ordered.

PORT SECURITY

Mr. COLEMAN. Mr. President, I want to speak a little bit about Iran and about the outrageous comments by the Iranians threatening the United States of America and continuing their perilous path to try to obtain nuclear weapons. But before I do that, I have to respond as I listened to the discussion about port security.

I am chairman of the Permanent Subcommittee on Investigation. For 2 years we have been looking at the issue of port security. We have looked at the possibility of someone bringing a nuclear bomb into this country, or weapons in one of the over 11 million cargo containers that come in from the seas.

We have before us a situation and the prospect of UAE Dubai Ports World taking over a number of American ports on the east coast. It has raised a lot of concern, as it should. But some of the rhetoric is a little aboveboard.

When I say that, we need to do everything in our power to make sure that we are safe and secure. Ports are points of entry, and there are areas of vulnerability. This deal has raised very legitimate concerns.

First and foremost was the process. The process, while we look at foreign investment in the United States, as I would describe it, a pre-9/11 process and a post-9/11 world, about 1,500 of these have been done on a 30-day expedited basis.

When folks at the sub-Cabinet level looked at this—folks in Treasury, Homeland Security, other agencies of the administration looked at this—they saw that we were talking about taking control of ports, and, yes, by the UAE. It raises security issues. Under the law that calls for a 45-day review. It didn't happen. That was a mistake. That was the wrong thing. It was a violation of the law. It was a bad process and the process needs to be changed. But we have to tone down the rhetoric a little bit.

It is interesting. I have been, again, a major critic of the process. I signed a bipartisan letter with my colleague from New York, Senator SCHUMER, with Senator CLINTON from New York, and with both Senators from New Jersey. We signed a bipartisan letter that said we demand that this go back to the 45-day process; we demand that we take a close and serious look at it and we make sure we have looked at all the security concerns. Then, at the end of that 45-day process, we demanded that Congress have the right to review the conclusion. If the conclusion from our perspective did not appear to be in the best interests of our national security, we would then note our disapproval and the deal wouldn't go through. We had a bipartisan agreement to do that.

Today, clearly the American public is deeply concerned, as they should be. But instead of going through the process—by the way, we pride ourselves as being the greatest deliberative body in the world—instead of allowing the process to go through with Congress then being briefed, having the hearings—we have had to some degree, and we need more. We heard from the folks who made the decision in front of the Homeland Security Committee. They explained what happened. Then we went into private session. We went into the secure room in this building and had classified material. We had a review. We listened. We understand the review is ongoing. Nothing is going to change. There is no change in the status quo. Dubai is not going to be taking over any American port until the CFIUS process is done, not until the President has exercised his authority under law and until we in Congress have a review.

My colleagues are talking about this is our only chance to stop this deal, and we have to act now. This is policymaking by poll taking. Clearly, the American public has been concerned, as they should be.

We have put in place a process by which there is a 45-day time to review. We have called for and demanded congressional oversight of that and the opportunity to be heard, and we will get that. We need to be assured that we are going to get that.

But to somehow communicate to the American public that this is our only chance and terrible things are going to happen if we do not stand up and stop this today is really more about pandering to the fears of the moment than doing what we are supposed to do in this bill; that is, be deliberative and thoughtful.

I have some deep concerns about the history regarding UAE—deep concerns about the trafficking of nuclear materials by Dr. Kahn from Pakistan. I have concerns about the UAE when they recognized the Taliban, as they did, by the way, Pakistan and Saudi Arabia.

One of our strongest allies today in the war on terror is Pakistan. Are my colleagues presuming that somehow we